

WORK ON CHARTER AFFECTING RAPID TRANSIT IS EASY

First Conference Between Directors and Utilities Commission Brings Results

CONSIDERABLE HEADWAY IS MADE ON FRANCHISE

Corporation Ready To Share Profits With City and Begin Extensions Immediately

From the work accomplished at the meeting of the Rapid Transit directors and the public utilities commissioners, yesterday, it looks as if an agreement has almost been arrived at as to the provisions of the new charter for the traction company.

The meeting was most amicable in every respect and there was not a dissenting voice to any of the proposals made by Chairman Forbes as to matters to be incorporated in the charter, except the matter of the company putting up a bond to reimburse the city for any damages which might accrue through the acts of the company. This was objected to, as it was said that a bond was only necessary where the company or individual was not responsible for the protection of the city or public. The Rapid Transit representatives also asserted that they would be ready to start preliminary work on the proposed extensions of their road as soon as the charter was finally agreed upon and to start actual work soon after it passed in one of the houses of congress.

Would Share Profits At Once

Regarding the proposed payment to the city government of two and one half per cent of the gross earnings of the company, the directors said that they would be willing to pay this to the city on the earnings of the present year, if the charter passed congress during this session. They were a little doubtful about starting work on extensions as soon as the draft of the charter is submitted to congress, was agreed upon, as they had no assurance that they would not be treated the same in this case as they had been in the case of the Frenar charter.

"In the latter case," said Attorney D. L. Withington, "a certain gentleman now in Honolulu went before the committees of congress and approved the franchise and on its return to Honolulu went objecting to it and it was held up. We don't want to take this chance again."

The intended extensions of the present service will contemplate the expenditure of about \$300,000 and without assurance of the charter going through, Director Richard Ivers could not see his way clear to advise the company to go ahead with more than preliminary work. The purchase of material would be part of the work but as the material would be useful in any event this might be done. The cost of the installation of the track and overhead equipment would be about \$250,000 a mile.

Extensions Under Consideration

The company has under consideration at the present time the extension of the service to Fort Shafter, up Kalia valley, either from King street or along School street; the double-tracking of King street for its entire length, and possibly the extension of the Kaimuki division running to Fort Ruger.

Mayor Lane, who was present at the meeting as a private citizen, said he wanted to know if there was any provision in the proposed charter requiring the tracks to be laid in any certain portion of the street, to be dedicated by the supervisors, and he was informed that the manner of laying tracks was in the province and under the control of the public utilities commission and that that body now stood in the place of the superintendent of public works. The Mayor was anxious to know of the provision, as he feared that at some future time there might be a conflict of authority between the city government and the utilities commission.

The matter of the indeterminate charter was discussed. President L. Tenney Peck of the Rapid Transit said that he was in accord with the principle of that kind of charter and that there were several already approved by congress, of utilities in the Territory, in which the charters were made indeterminate but not giving the companies any exclusive franchises. This was so of the Honolulu Gas Company and the Hawaiian Electric Company.

Internal Combustion Engines

The provision regulating the power to be used was discussed casually and it was decided that the charter as it was at present would not need to be changed. The company will be given the right to use any power except steam and animal. Internal combustion engines were spoken of as a source of power, should anything happen to the power house. It was asked if it was the intention of the company to have a supply of them on hand and the answer given it was inferred that possibly some of the freight cars of the company and possibly for use on the belt road along the waterfront now in contemplation.

In the discussion on the kind of road to be constructed it was made clear to the commission that the Rapid Transit did not favor the incising of its tracks in concrete as it made them too hard to get at for repairs. This was not desired on the part of the pub-

International Firm Is Organized To Boost Our Overseas Trade

Joint Owner of Pacific Mail, Soon To Resume Sailings, a Great Company

Unique among American business organizations is the American International Corporation, joint owner with W. R. Grace & Co. of the Pacific Mail. Introducing Honolulu to the International has been done in the past, but the recent decision of the Mail line to resume sailings between San Francisco, Honolulu and the Far East, the first voyage being that of the steamship *Benbow* from San Francisco June 17, gives it a new interest.

Primarily, the International is not a steamship owner or operator at all. Its articles of incorporation empower it to engage in many lines of business, and its capital of \$50,000,000 seems ample for almost anything. It may prospect, lease, explore, purchase, develop and operate grazing, agricultural and timber lands, mines, collieries, quarries; and it may carry on operations in any stage of preparing products for foreign fields. It may operate any mercantile business, any public utility.

Do Almost Anything

In short, it would be difficult to conceive of anything this corporation may not do. It was organized for the purpose of advancing American trade in foreign fields, to control the markets of the world with American capital. Its purchase, with Grace & Co., of the Pacific Mail line was an incident.

But the character and aims of the International should be considered when comment is made upon the Pacific Mail resumption. Inasmuch as the Mail withdrew, according to statements of its officials, from the Pacific trade because of the passage of the Seamen's law, there has been and will be much discussion of the new decision, and there will be assertions that the line did not suspend on account of the law. The International Corporation's aims are so wide, however, that it is easily possible that putting the Mail ships back on the Pacific was incidental to the development of American trade abroad, and not primarily for the sake of the money that could be made, even though that is not to be despised. Not only should that be considered, but there is the further fact that rates from China have increased 200 per cent since the Mail withdrew last year, and there have been general increases everywhere in this ocean. Whether the Pacific Mail quit because of the Seamen's law will continue to be discussed, but these two points must be considered in speaking of the resumption.

Prominent Men On Board

Frank A. Vanderbilt, president of the great National City Bank of New York, has been thinking of entering foreign markets with American capital. For many years he had desired it, and his bank did go into South America with branches. With the beginning of the war and the blow to English and German, the chance came.

It is necessary only to name a few of the directors of the corporation. There are J. Ogden Armour, William E. Gery, Joseph P. Grace, James J. Hill, Otto H. Kahn, Robert S. Loew, Percy A. Rockefeller, James A. Stillman, Charles A. Stone, president; Theodore N. Vail, Frank A. Vanderbilt and Beekman Winthrop.

Fifty million dollars is nothing compared with the resources behind these men. Some of them control several times \$50,000,000.

Doctor Strong Is Employed

One of the early activities of the corporation was the employment of Dr. Richard P. Strong in a sanitary expert. Briefly, a clean, healthy people is considered better for trade purposes than the opposite sort. To build up American trade in the proper manner, the corporation believes, it must back its other ventures with a crusade for health. The corporation doesn't wish to establish itself in plague-infested ports; it wishes to hold up clean these ports up. This isn't altruism; it merely is good business.

Dr. Strong is the man who cleaned up the typhus in Serbia.

Such is the great corporation with which Honolulu will become acquainted through the Pacific Mail.

lic, either, as if concrete was used it would have to be blasted in case change in the track had to be made and in this way the whole thoroughfare might be damaged, if built of concrete.

A little discussion took place between Chairman Forbes and Manager Ballentine as to the material to be used in the portions of the road to be maintained by the company, and it was noted that under the law the traction company was compelled to use a like material or a material in every way as suitable.

Forbes Advises Against Delay

Chairman Forbes said that he hoped the work would not be delayed, as the public would be the sufferers by any loss of time and they were the ones to be considered. Mayor Lane promised to put the matter of the attendance of the supervisors up to the board for such action as it desired to take in the case.

There were present at the meeting the members of the utilities commission, D. L. Withington, A. L. Castle, L. Tenney Peck and C. G. Ballentine for the Rapid Transit; James L. Coke, attorney for the utilities commission; Mayor Lane, in his private capacity as a citizen, and Chairman Samuel Kahane of the Hawaii board of supervisors.

REPUBLICANS BEAT FAVOR REPEAL OF COASTWISE LAWS

Yuan Troops Under General Fong Defeated Says Despatch From Shanghai

(Associated Press by Federal Wireless.) SAN FRANCISCO, April 25.—Yuan troops under the command of General Fong Quik Chong were defeated in a battle in Kiang Yin yesterday by a revolutionary force, according to a cable despatch to the Chinese Republican association from Shanghai last night.

NEW PREMIER SEEKING FOR PEACE IN CHINA

PEKING, April 24.—Tsun Chi Jui, the new premier of China and former minister of war, gave out a statement today in which he declared that the first task of the cabinet will be to restore tranquility to the troubled republic, harmonize the warring factions and unite for industry and social progress.

Referring to the stand taken by the rebel factions, he said that the demands of Tsai Ao, the rebel leader, are "very reasonable." It has already been stated that Tsai Ao declared that Yuan could remain president but must have a new cabinet and one more thoroughly representative of republican principles than the present.

Full power is to be given the cabinet under the new regime, it is emphasized. Only questions of the great importance will be referred to Yuan. The military matters will be handled largely by the under minister for war.

The state council is dissolved under the new plan and the cabinet is to direct a parliamentary election within three months. The new parliament is to promulgate the new Chinese constitution.

The cabinet was completed today with the following additions: Minister of Finance—Sun Pao Chi. Education—Chang Ku Khan. Commerce—Chang Tsung Ping. Justice—Chang Tsung Hsiang. The chief of the army general staff is Gen. Wang Shih Chen.

REFUSE TO ACCEPT YUAN

SHANGHAI, April 24.—Two hundred and sixteen members of the National Assembly today adopted a resolution denouncing President Yuan's mandate to the cabinet, and refuse to accept any solution of the situation with Yuan as president.

ITALIAN AVIATORS IN RAID ON TRIESTE SLAY CHILDREN

(Associated Press by Federal Wireless.) BERLIN, April 24.—Seven Italian aeroplanes early today carried out a raid on Trieste, the Austrian city which is their objective in the Italian eastern campaign. Bombs from the raiding aeroplanes blew up and destroyed the noted Salesian monastery. Services were being held in the monastery and five children attending them were killed. Four other civilians were killed and five wounded.

'QUAKE AT SANTO DOMINGO

(Associated Press by Federal Wireless.) SANTO DOMINGO, April 24.—An earthquake occurred here today but did no damage.

SEISMOGRAPH NEEDLES BUSY

WASHINGTON, April 24.—The jumping of needles today on the seismograph recording drum here indicated an earthquake shock.

COMMISSION ENDS DISPUTE ON RATE

Public Utilities Body Sets Price For Electric Power To Hilo Traction Company

The public utilities commission has decided that the Hilo Electric Company can furnish power to the Hilo Traction Company under the present conditions of the plant for \$0.126 a kilowatt hour.

The rate to be paid by the traction company for its power was the rock on which the two companies had split. After several long discussions it was decided at the hearing in Hilo to leave the matter to the public utilities commissioners, and to abide by their decision. They promised a settlement of the matter in ten days and kept their word.

C. G. Ballentine said last evening that the figure arrived at by the commissioners was perfectly satisfactory to the traction company. Attorney Frank E. Thompson, representing the Hilo Electric folk, could not be reached last night.

At a conference which was held by the traction interests with the representatives of the Hilo Electric Company, several weeks ago, the nearest they could get together was a flat rate of one cent and one-half asked and a cent and a quarter offered. The figure decided on by the utilities commissioners is much nearer the figure offered by the traction company than that asked by the electric company.

Marine News Says There Is 'Disquieting Fear' of Success of Such a Bill

That people of the Pacific Coast and of the Gulf States favor admitting foreign-built vessels to the United States coastwise trade is the assertion of the New York Marine News in the current issue. The islands realized the force of the prohibition against foreign-built vessels when it was discovered that the three Dutch-built vessels of the Pacific Mail could not engage in trade between Honolulu and San Francisco, even though under the American flag.

The Marine News article is an interesting one to the islands. It follows in full:

"Foreign built vessels cannot engage in the coasting trade of the United States. This is the only feature of our navigation laws, designed to protect American shipbuilding, which remains on the statute books. It does not, of course, affect the American merchant marine in foreign trade."

In a letter to Senator Fletcher, of Florida, Commissioner of Navigation Chamberlain makes the statement quoted above. The letter in question is a detailed recital of the gradual elimination of all laws in the least degree protective of American shipping in foreign trade, and the fulfillment of a pledge in the Democratic national platform of 1890, points out Mr. Chamberlain, which favored "free ships and a living chance for American commerce on the seas and on the land."

The purpose of Commissioner Chamberlain's letter was to point out that "our antiquated navigation laws," so-called, and which vaguely so many people who do not know what they are talking about recommend the repeal of, all have been repealed, except, to be sure, that ancient statute of 1817, which bars foreign vessels from the coasting trade of the United States.

When we add that several bills are now pending in congress for the admission of foreign vessels to our coasting trade, and that this policy is favored alike by the people of our Pacific and Gulf coasts, and that there is a very disquieting fear of the success of some such measure, the complete triumph of free trade in connection with American shipping interests seems near at hand.

Deny Right To Sell

Contemporaneous with the announcement of the free trade success pointed out by Commissioner of Navigation Chamberlain, 600,000 gross tons of foreign built vessels have been admitted to American registry for foreign trade; and no fearful is the administration that the great bulk of this tonnage will resume foreign registry at the close of the European war that it is advocating, and congress is likely to enact, a bill that will allow the federal government to engage in the merchant shipping business for both foreign and domestic carrying, a bill, by the way, that would deny to owners of ships under the American flag the right to sell them to aliens without the Government's consent.

OFFICER CAN CONTROL ENGINES FROM BRIDGE

An apparatus for controlling the movements of a vessel from the bridge has been invented by Dr. K. Ito, manager of the engine works of the Mitsubishi Dockyard and Engine Works of Nagasaki, according to Commerce Reports.

The officer on the bridge is enabled to regulate the valves or to reverse the engines directly. Thus he can move the ship at his will in the time it would require to telegraph the orders to the engine room as is done now.

If the apparatus is successful, possibility of errors and confusion appears to be done away with. There have been numerous instances of disasters between the engine room and bridge, due to just what orders were given, especially when accidents have resulted. With this new device in operation, however, the man on the bridge would be in complete control when he chose. The apparatus would be used primarily, of course, for emergencies.

Dr. Ito's invention also could be used to advantage in moving in foggy weather or in going in and out of harbors and in anchoring, another point brought forward is that the officer on the bridge could adjust the engines almost instantly and prevent racing of propellers in heavy seas. He could see a heavy sea coming and prepare for it. The apparatus is electric. It can be detached within a few seconds and the engines worked in the ordinary way. Details have not been received.

VIOLATIONS OF PURCHASING ORDINANCE WILL BE STOPPED

Supervisor Logan, father of the purchasing bureau bill under which H. E. Wescott is handling the purchasing of supplies for the municipality, has asked the purchasing agent to prefer charges against the heads of bureaus of the city government who do not live up to the spirit of the ordinance. There has been a great deal of complaint about the manner of the working of the ordinance and things have now come to a showdown. The report made by Wescott will be threshed out in the board.

SHERIFF CANNOT SHIELD GRAFTER FROM HIS CRIME

Civil Service Commission Finds Police Officer Gray Guilty of Taking Bribes

HE MUST BE DISMISSED FROM SERVICE OF CITY

Sheriff and Chief of Detectives Try Hard To Discredit Testimony At Hearing

Police Officer Gray of Wahiawa, accused of grafting and of having regularly collected protection money from the che fa gamblers of Wahiawa, Schofield and Castner, was yesterday formally convicted by the civil service commission, before which he has been appearing for trial. The commissioners decided that the grafting charge against Gray had been substantially proven and that he is no longer a fit person to be retained in the public service.

The clerk of the commission has been instructed to notify Sheriff Charles Rose of the finding of the commission and to notify the sheriff that Gray is to be removed from office within five days.

Sheriff Protects Offender. Throughout the period since Gray was openly charged with grafting, the sheriff has devoted all his energies to protecting this officer, giving out interviews proclaiming his innocence, flagrant taking Gray's part during the commission hearings, advising him and using his whole influence to obtain his dismissal. Immediately following the publication of the fact that Gray was under charges before the commission and that affidavits had been obtained from those who had paid Gray the graft money, the sheriff and the chief of detectives placed the affidavit making under arrest, allowing Gray to lead the raids, this being the first move in the case.

Now that the commission has ordered one of his officers fired, because believed guilty of malfeasance, it will be interesting to note the future action of the sheriff. It will be likewise interesting to note the future proceedings against the witnesses who dared brave the vengeance of the police to tell the truth.

TENDERS ON BONDS TO BE OPENED TODAY

Local Capital Has Not Yet Made Single Bid On Issue

Is the Territory going to have difficulty in disposing of the \$1,750,000 worth of refunding bonds, bids for which are to be opened today? Territorial officials would not admit unhesitatingly that score yesterday, but that did not prevent them from asking why not a local bid has been received. Just what Territorial Treasurer McCarthy, who is now in New York on business connected with the sale of these bonds, has succeeded in accomplishing H. C. Hapai, Territorial Registrar, and acting treasurer was unable to say yesterday, as he has received no word from Mr. McCarthy. The bids on the bonds will be opened in New York today as well as in Honolulu, and Mr. Hapai is expecting to receive a cable from his chief regarding the results.

The bonds are in \$500 and \$1000 denominations and are to be issued May 15. Principal and interest are payable either here or at the offices of the United States Mortgage and Trust Company in New York.

PLAN NEW EQUIPMENT FOR VESSELS AT HANA

On request of Theo. H. Davies & Co., acting for the Kaeleku Sugar company, Capt. J. R. Macaulay, territorial pilot, was sent to Hana in the *Clairine* last night to look over the ground there and report on needed equipment for mooring vessels.

It is the intention to put in moorings which will permit the Matson vessels, *Albatross*, schooner, and R. P. Porter, bark, and small steamers up to 2000 tons net to moor and discharge and load conveniently and in safety. Captain Macaulay will make recommendations as to chains, anchors, positions, berths, and so on. With the captain went Lester Marks, civil engineer.

WATER FRONT NEWS

Mahukona—Arrived, April 15, bk. R. P. Rihet from San Francisco. Tacoma—Sailed, April 21, schr. Taurus for Waiman. Yokohama—Sailed, April 21, str. Kwan to Maru for Honolulu. Suva—Sailed, April 21, P. M. str. Niagara for Honolulu.

Hilo—Sailed, April 21, 4:30 p. m., str. *Wilhelmina* for San Francisco. San Francisco—Sailed, April 22, 2 p. m., str. *Shinyo Maru* for Honolulu. Hilo—Sailed, April 23, 7 a. m., str. *Mexican* for San Francisco. San Francisco—Arrived, April 24, str. *Belridge* from Pearl Harbor, April 14.

Fort Santa Luis—Arrived, April 24, str. *Santa Maria*, hence April 14. San Francisco—Sailed, April 24, str. *Atlas* for Honolulu.

PORT OF HONOLULU.

ARRIVED

Gas, schr. *Ila May* from Molokai, 4:15 a. m.
Str. *Kilauea* from Kona and Kauai, 4:55 a. m.
Str. *City of Puebla* from Hongkong, 7:20 a. m.
Ship *Marion* Chilcott from San Francisco, 10 a. m.
Str. *Alce Cooke* from Port Gamble, 12:30 p. m.
Str. *J. A. Cummins* from Koolau, 6 p. m.
Str. *Kinau* from Kauai, 3:15 a. m.
Str. *Likelike* from Kauai, 4 a. m.
Str. *Mauna Kea* from Hilo, 6 a. m.
Str. *W. G. Hall* from Kauai, 7:40 a. m.
Str. *Hamakua* from Hawaii, 6:15 p. m.
Str. *Claudine* from Maui, 11:20 p. m. (Saturday).

DEPARTED

Str. *City of Puebla* for San Francisco, 1 p. m.
Str. *Claudine* for Maui, 5:20 p. m.
Str. *Mauna Kea* for Hilo, 3:10 p. m.
Str. *Georgian* for Port Allen, 6:20 p. m.
Str. *J. A. Cummins* for Koolau, 6:15 a. m.
Str. *W. G. Hall* for Hawaii, 4:30 p. m.
Str. *Claudine* for Maui, 5:20 p. m.
Str. *Kinau* for Kauai, 5:25 p. m.
Str. *Hamakua* for Hawaii, 6:30 p. m.
Str. *Likelike* for Kauai, 6 p. m.

PASSENGERS ARRIVED

By str. *Mauna Kea*, April 22—Hilo—George Fredericks, Miss Fredericks, C. R. Johnson and wife, Bert Lyttel and wife, A. Luce, P. Teud, Miss J. Parwell, R. C. Lydecker, F. C. Palmer, G. H. Washburn, wife and child, W. E. Wall, C. S. Judd, G. H. Pierce, A. M. Cabrinha, N. E. Lyman, J. Cannon, William Knight, J. B. Mickelson and wife, J. Hedeman, J. Raphael, S. de Freest and wife, Miss de Freest, George Jameison, C. R. Shaw, Miss S. Park, Mrs. R. Kauai, E. S. McKee and wife, H. Furtado.

Mahukona—A. Manson and wife, W. P. McDougall and wife, H. R. Bryant and wife, Miss C. S. Wright, S. Naka, Kawahae—E. Roschell and wife, Master Roschell, Mrs. James F. Woods, Lieut. E. E. Callum.

Lahaina—Mrs. P. J. Erben, Mrs. W. P. Dickson, Mrs. G. G. Seong, Master Seong, P. A. Gorman, E. Kishida, John Halemanu, A. Prausnitz, S. T. Carr. By str. *Claudine* from Maui, April 23—W. O. Smith, Mrs. W. O. Smith, J. G. Pratt, Look Tong, Tam Hoy, W. Dinkie, J. J. Moura, W. A. Wadsworth, S. Fukuhi, T. Odo, E. J. Nell, S. Ozaki, Ikehara, Mrs. Ikehara, K. Fujiwara, Mrs. Fujiwara, Miss A. Souza, Miss Bryant, Miss H. Ishida, Miss Taltant, C. J. Lord, E. Gay and son, F. G. Kraus.

By str. *Mikahala*, April 23—Lahaina—T. Kawano and wife. Kanaakakani—M. V. De Costa and wife, Miss D. McCarriston, H. McCarriston and wife, E. Dunn, Y. Van Hing, Miss Olga De Costa, Miss E. McCarriston and twenty-three deck.

By str. *Mauna Kea* from Kauai, April 24—R. Nakayama, Koyama, Mrs. Koyama, Miss Koyama, Koyama, M. T. Rodrigues, Dr. K. Seifert, A. V. Petus, A. S. Downey, George Bustard, Mrs. C. H. Dickey, Mrs. D. Emhorst, M. Ozaki, T. J. Fitzpatrick, L. H. Johnson, A. M. McRyder, L. H. Rohd, C. Lund, E. Bush, A. Ah Lo, D. L. Austin, Mrs. W. D. Adams, Master Adams, D. F. Hopewell, Mrs. Hopkins, Mrs. L. Moldenbauer, Mrs. Cass, Mrs. Schroeder, P. Spindling, J. K. Lopa, W. D. Adams, J. P. McInerney, George Vickers, J. de Franco, E. A. Berndt, George Angus, A. F. Taylor, W. O. Aiken, A. Horner, J. Dams Gibble and forty-seven deck.

PASSENGERS DEPARTED

By str. *Claudine* for Maui, April 21—W. O. Smith, Mrs. R. C. Walker, J. G. Pratt, Miss M. S. Lawrence, J. H. Baker, H. A. Chillingworth, J. H. Trask, Mrs. Olmos, Master Olmos, Miss Olmos, Master Olmos, Mrs. M. Kahle, Mrs. Chas. Akau, Olga Pennington, L. L. Rockley, H. Florence, J. Chase, Mrs.

Honolulu Stock Exchange

Monday, April 24, 1916.

Name of Stock.

Price.

Change.

Merchandise.

Alexander & Baldwin 275 380

C. Brewer & Co. 325

Sugar.

Ewa Plantation Co. 35 35 35 35

Hauka Sugar Co. 252 240

Haw'n Agr. Co. 305 305 305 305

Haw'n Com'l Sugar 50 50 50 50

Haw'n Sugar Co. 40 40 40 40

Honokaa Sugar Co. 12 12 12 12

Honolulu Sugar Co. 180 185

Hutchinson Sugar Co. 24

Kahuku Plant Co. 26 26 26 26

Kekaha Sugar Co. 12 12 12 12

Koloa Sugar Co. 185 189

McBryde Sugar Co. 14 14 14 14

Oahu Sugar Co. 37 37 37 37

Ola Sugar Co. 19 19 19 19

Onomea Sugar Co. 60 59 60 60

Paahua Sugar Co. 28 28 28 28

Pae Sugar Mill 105 117 125

Pine Plant Co. 240

Pioneer Sugar Co. 150

Pioneer Mill Co. 50 50 50 50

San Carlos Mill Co. 10 10 10 10

Waiolu Agr. Co. 36 37 37 37

Wailuku Sugar Co. 160

Miscellaneous.

Hauka F. & P. Co. 167 167 167 167

Haw. F. & P. Co. 19 19 19 19

Hon. Brew. & Malt. 19 19 19 19

Hon. Gas Co. 120 120 120 120

H. R. T. & L. Co.